

ONE OF THE BEST 500 MILE TOURS

A. A. A. Expert Outlines Route
That Appeals to Him
the Most.

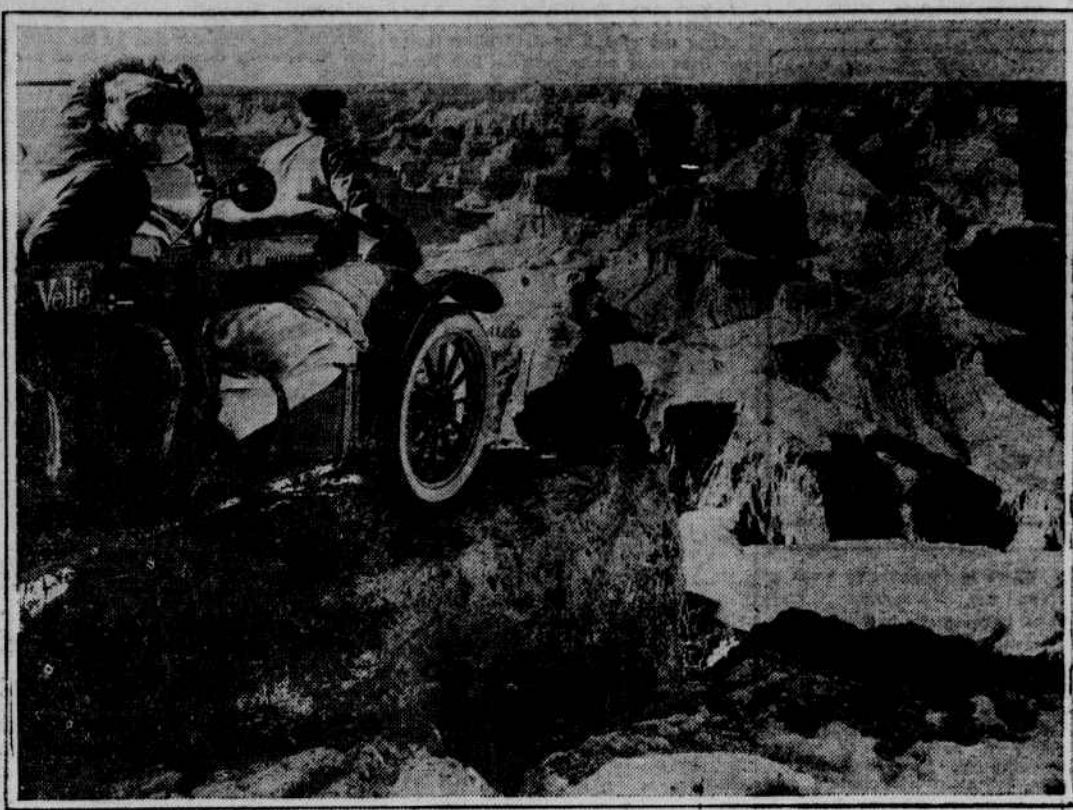
Whoever plans a tour of several days' duration naturally wishes it to include just as great a variety of scenery as possible, without, of course, sacrificing very much in the way of good roads and satisfactory hotel accommodations, says Leon A. Dickinson of the A. A. A. Moreover, most motorists are also interested to a certain extent in points of historic interest, even though lack of time precludes anything more than a cursory inspection of these latter. Those residing in and near New York city are peculiarly fortunate from a motoring standpoint because every trunk route radiating from that point provides excellent road surfaces and each of them leads eventually to regions that afford a maximum of touring desiderata in the way of scenery, good hotels and historic landmarks.

Hence it is, that the task of selecting a three-day tour which will consume about 500 miles is really quite easy on account of the wealth of available possibilities. In point of fact it is possible to pick out half a dozen tours, all of which will fulfill the above requirements in a very satisfactory manner. If possible, however, it is obviously desirable to include just as much scenic variety as practicable, incorporating the mountains and the seashore as well as rivers and lakes. Not every tour affords all of these, but there is one at least that falls within this category and for this reason it has been selected for detailed description here.

The first section of the route in question coincides with the well known Boston Post Road all the way to Springfield, running first along the north shore of Long Island Sound to New Haven via New Rochelle, Mamaroneck, Hyde Park, Port Chester, Greenwich, Stamford, Norwalk and Bridgeport. The logical stopping point for luncheon the first day is New Haven; this is seventy-five miles from New York and is well provided with hotels and restaurants. The Boston Post Road as far as this point is practically unimproved, being marked by red bands on the poles. Both Bridgeport and New Haven are important industrial cities, the former having attained during the late war a premier position as a center for the manufacture of arms and ammunition as well as military and naval munitions of all kinds. New Haven's chief claim to fame, however, lies not in her manufactured products but in her educational institutions, for the city is the seat of Yale University.

The next section of the tour, from New Haven to Hartford, is over an excellent blue banded highway running northeast via Wallingford, Meriden and Berlin. The latter half of this road, from Meriden to Hartford, is paved with concrete throughout and is undoubtedly one of the finest examples of this type of construction to be found anywhere in the Eastern States. Meriden is a bustling little manufacturing city, while Hartford has the honor of being the capital of Connecticut, as well as the leading insurance center of the country. Between Hartford and Springfield there are two available roads, one following either side of the majestic Connecticut River. Both of these are paved and both are marked with blue bands on the poles throughout, but that along the east side of the river from East Hartford undoubtedly provides the better surface. The distance from New Haven to Springfield is 65 miles, making the total run for the day 140 miles. Springfield is well provided with good hotels, its principal points of interest to visitors being the beautiful group of municipal buildings and the Government arsenal under consideration.

Here Is a Splendid View of the Grand Canyon



has excelled primarily in the matter of roads and hotels, without anything very remarkable having developed in the way of scenery. The run provided for the second day, however, more than atones for this deficiency because it includes, first, an attractive drive along the prettiest part of the Connecticut Valley; next a trip over the truly wonderful Mohawk Trail; then, in quick succession, the famous Berkshires and the Green Mountains of southern Vermont. Leaving Springfield by running north along Maine street, the route first crosses a long bridge over the Connecticut River into West Springfield and then turns north, following a blue banded highway through the outskirts of Holyoke, then through Northampton and north through the quaint old village of Deerfield into Greenfield. Holyoke is an important manufacturing city with many paper mills, while Northampton is noted chiefly as the seat of the well known Smith College for women. The region hereabouts may justly be regarded as one of the most important educational centers of the country, because, in addition to Smith College, it contains no less than three nationally known institutions of learning. One of these, Mount Holyoke College for women, is located at South Hadley Center, only five miles to the southeast, while the pretty little village of Amherst, eight miles from Northampton in a northeasterly direction, contains both Amherst College and Massachusetts State Agricultural College.

Those with a taste for things historic will find in Old Deerfield (about four miles south of Greenfield) a veritable embarrassment of riches. This venerable old town was a frontier outpost in the early Colonial days, and as such was subjected to a severe attack by the Indians during King Philip's War. In fact, the town was sacked and almost completely destroyed, most of the male inhabitants being killed and some of the women and children carried into captivity. Its elm-shaded main street is still strongly reminiscent of its importance in the early days, some of the ancient houses dating back to the latter part of the seventeenth century.

Upon reaching Greenfield (33 miles from Springfield) the tourist will abandon the Connecticut River valley by turning square to the left and heading westward along the famous Mohawk Trail. Almost immediately the road begins its long upward climb toward the highlands of the Berkshires, though the rise is not at all pronounced until the village of Charlemont is left behind. At this point, however, the grade increases rather sharply and is maintained with scarcely a break for several miles straight through to the summit of Hoosac Mountain. The view at this point is magnificent, embracing as it does the entire Berkshire region for many miles in all directions. The drop down the western slope of the mountain is very steep, and it is essential that brakes be in perfect order to insure against disaster that would otherwise be sudden and sure.

After having surmounted the formidable barrier of Hoosac Mountain the route now proceeds westward through the busy little manufacturing town of North Adams and then along a fine new concrete road into the academic community of Williamstown. This stately little village is noted as the seat of still another institution of learning, Williams College. It is likewise well provided with hotels of the better type, and hence makes an ideal stopping point for luncheon. The distance from Springfield to Williamstown is 79 miles.

Fortified with an excellent luncheon, the tourist now invades Vermont, but for a short time only. After turning right at Williamstown, the road runs north through Pownal to Bennington, where is located the lofty and beautiful Battle Monument. Here a turn to the left is made, the road shortly crossing the State line into New York. Just beyond the next village, which is Hoosick, the route turns north again through Hoosick Falls and North Hoosick to Cambridge, and then west again to Schuylerville, following good State highways throughout, even though the route as a whole is distinctly of the zig-zag variety. The scenery throughout this portion of the tour is unusually fine

and most of the roads comprising it are relatively but little traveled. From Schuylerville the main road runs north

to Glens Falls and then along the blue-banded main highway direct to Lake George, which is the terminus of the second day's run. The distance from Springfield to Lake George is 153 miles. Inasmuch as Lake George is extremely popular as a summer resort, the tourist will find ample accommodations for an overnight stop. In fact, the scenery is so superb that most people will wish to tarry for a day or two to enjoy it to the utmost. Eventually leaving with reluctance this gem of inland waters, the return route to New York leads south via Luzerne to Saratoga, and then through Mechanicville and Cohoes to Albany (72 miles). From this point the Albany Post Road is followed all the way back to New York, running via Hudson, Rhinebeck, Poughkeepsie and Peekskill. The entire route from Lake George to New York is plainly marked by blue bands on the poles, the total distance for the run being 220 miles. Excellent hotels will be found at Saratoga, Albany, Rhinebeck and Poughkeepsie. The entire route as outlined above comprises 519 miles and the roads are all good State macadam and concrete.

SERVICE DEPARTMENT.

I have just had my three passenger roadster overhauled, the carbon has been removed, valves ground, tappets adjusted, carburetor adjusted, oiling system refilled with fresh oil and am using the best grade of gasoline, in spite of which I get but eleven or twelve miles a gallon. Is there anything else that can be done to increase the mileage?

A. D. R.

There are many things which may be done to decrease fuel consumption. The real cause of the poor economy in your case is probably the fact that the engine is tight and the other parts similarly affected by the overhauling. A hundred miles or so of running should serve to "run-in" the parts, so that less energy and consequently fuel will be needed to overcome the internal resistance.

Will too much tire chalk used in a casing injure the tire in any way?

The trouble lies in the clutch, which

Also are overize tires better than the regular size?

Too much tire tale is apt to injure the inner tube. The excess forms in lumps, which cause excessive wear. The over-size tire itself is made of the same materials as the regular, but the larger volume of air and greater amount of material makes the overize wear longer on the average car. Another advantage of the overize is that with the same load as the regular size the pressure can be reduced a little and thus the riding qualities are increased.

A connecting rod broke in my engine right in the middle and I claim I ought to get a replacement because of defective material. Can a rod break in the middle from any other cause?

R. H. R.

While it is possible for defective metal to have been the cause, it also is quite likely that improper alignment of the rod caused the trouble. Or if the bearing was recently tightened and brought up too much this might induce excessive strain on the rod, which would break at its weakest point.

The steering wheel of my car has developed an alarming looseness. I

can't turn the wheel four inches or more before the wheels move. How can I adjust the steering gear to make the wheel tight again?

C.

This looseness may be caused by play in the steering gear at the bottom of the post; it may be in the ball joints at either end of the drag link, in the knuckles or in the tie rod. Start at the steering post and work along toward the front wheels, taking up the play in each location, but do not tighten too much. There must be a slight play at the wheel to take up the motion engendered through the ordinary jolts of travel.

After I shift into high with my car it takes a minute or more before the car picks up when I step on the accelerator. This is so on second or on first. I haven't been able to do up the reason for it. Can you help me?

G. H.

The trouble lies in the clutch, which

is slipping. The facing is probably worn or the adjustment may be out of order. Try to accelerate slowly instead of in a rush. But I would certainly give the clutch an overhauling and cure the trouble at the source.

I have a four cylinder Buick which uses a lot of gas and cannot pull up a hill without stalling, and then I have to shift into second or low. The spark is good, but it will miss for a while, and then it will be all right again.

A clear case of too rich a mixture. Cut down the amount of gasoline fed so as to thin the mixture, and I am sure your trouble will vanish.

Q. Would it be possible for a storage battery to fail if only one cell was out of order? I have been told that two cells of my battery are all right, yet it does not function properly.

J. J. K.

A. If one cell is completely dry it may cause an open circuit and the whole battery will fail. This trouble may be due to a broken jar.

Q. How can I clean the top of my car? I have been told that gasoline is bad to use.

A. G. H.

A. The top should be cleaned with soap suds and water. Rub the suds in well all over the top and wash with

clear water. Use good castle soap. Gasoline, kerosene and similar liquids ruin the layer of rubber in the top.

Q. Who makes the best wire wheels for attachment to the Ford car and how much does the complete equipment cost?

L. L.

A. If you will inclose a stamped and addressed envelope a list of manufacturers of wire wheel equipment for Fords will be sent you. It is too long to publish here.

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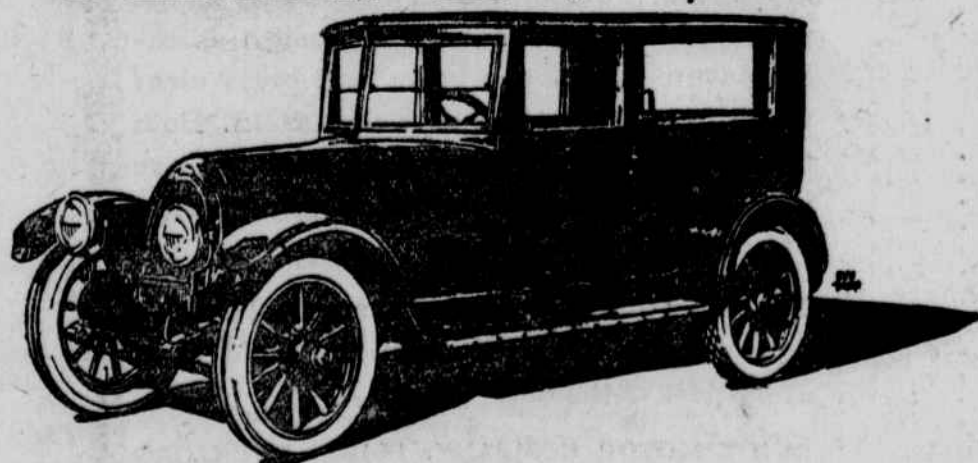
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